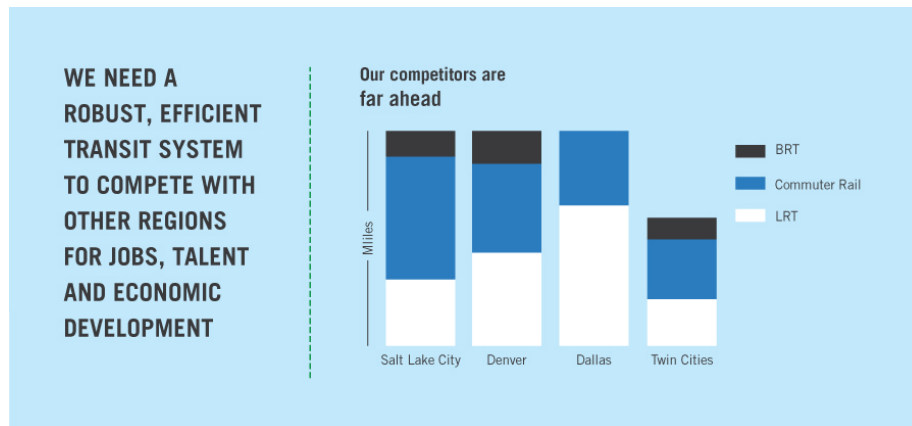




# A 21<sup>st</sup> Century Transit System

## A Transit System to Support Economic Growth

The Governor understands that to achieve our shared economic vision for a world-class economy, we must prioritize investments in our metro area transit system. A recent study by the Itasca Project, made up of Minnesota's business leaders, concluded in the Twin Cities metro region the return on transit investments will be between \$6 and 10 billion if we accelerate our transit system improvements now. The Governor's budget includes a commitment to a multi-model transit system that will give Minnesota a competitive edge for growing business and jobs, drawing new talent, and serving the transit needs of a growing and aging population.

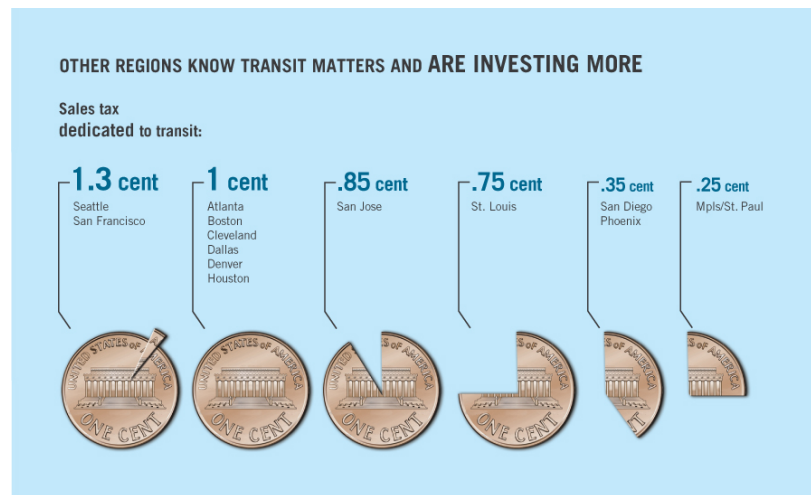


» The Governor recommends a quarter cent local sales tax increase in the seven county metro area to accelerate the build out of metro area transit services and pay for operations of existing services. This funding is necessary to address growing transit demands and maintain a competitive economic region. The additional funding will:

- Eliminate current transit operating structural deficits;
- Fully fund Southwest LRT capital and operating costs;
- Expand and improve bus services across the metro region; and
- Fund as many as 21 new bus and rail transitways over the next 20 years. (Modes may include arterial BRT, highway BRT, streetcar and up to three LRT lines.)

» The Benefits of Investing in Transit

- Regional sales taxes dedicated to transit are successful in many of our peer regions, including Seattle, San Francisco, Atlanta, Boston, Cleveland, Dallas, Denver, Houston, San Jose, San Diego, and Phoenix.



- Transit relieves congestion for all Minnesota highway and road users.
  - In Minnesota, transit riders are more than 1/3 of peak hour users of major freeways.
  - If transit riders drove cars instead, we would need to add as much as 1.5 additional lanes on highly traveled routes.
  - Transit represents 1- 5% of vehicles on local arterial roads while carrying 20-35% of users in the metro area.
- Transitways attract new economic investments in the metro region.
  - Commercial, housing, and institutional developers value transit corridor access, as evidenced by the more than \$1.2B in development along Central Corridor.
  - 2012 Met Council grants of \$15.3 million leveraged \$272 million of private and public funds in the metro area last year.
  - The Itasca Study estimates ROI of between \$6 and \$10 billion by 2030.
- Transit provides an essential mobility infrastructure for workers, businesses, and students.
  - Central Corridor will connect people to 280,000 corridor jobs presently, growing to 374,000 jobs by 2030.
  - Southwest Corridor will connect people to 210,000 corridor jobs presently, growing to 270,000 jobs by 2030.
- Transit development projects create jobs for all Minnesotans.
  - The Central Corridor project has already provided 4,455 construction jobs for Minnesotans.
  - The Southwest Corridor project is expected to directly support 3,650 construction and engineering jobs.
- Transit expansion enjoys widespread support from citizens, local communities, and businesses.
  - A January 2013 poll conducted by local Chambers of Commerce found that “eight out of ten (79%) agreed with the statement that Minnesota ‘would benefit from having an expanded and improved public transit system, such as rail and buses’.”
  - The same poll found that 65% of poll respondents statewide support an increase in the metro area sales tax to fund transit.